

Claim 1 has been amended to include the language of claim 3, which has been cancelled. Claim 7 has been made independent. Claim 8 has been amended to depend from claim 7. Claim 10 has been amended into independent form. Claims 9 and 11 have been amended to depend from claim 10. Claim 17 has been amended to include the language of claim 18, which has been cancelled. And claim 20 has been amended as indicated. Appeal is being taken on all remaining claims, i.e., claims 1, 2, 4-17, 19, and 20.

Attached hereto is a marked-up version of the changes made to the specification and claims by the current amendment. The attached page is captioned **“Version With Markings to Show Changes Made.”**

Each of the presently pending claims in this application is believed to be in immediate condition for allowance. The examiner is again respectfully requested to withdraw the outstanding rejection of the claims and to pass this application to issue. Nevertheless, the applicants have chosen to appeal the examiner's rejections to the Board of Patent Appeals and Interferences for their review of this matter.

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Respectfully submitted,

By 

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Version With Markings to Show Changes Made

In the Claims

Please delete claims 3 and 18, without prejudice.

Please amend claims 1, 7-11, 17, and 20 as follows:

1. (Amended) A dock pad adapted to seal against a vehicle parked against the dock pad, comprising:

a foam core;

a cover disposed on the foam core; and

a heat shield adjacent the cover, wherein the dock pad is adapted to seal against the vehicle by virtue of the foam core being compressible, the cover being pliable, and the heat shield being pliable, wherein the heat shield has a higher thermal conductivity than the foam core. ✓

X 7. (Amended) [The dock pad of claim 1,] A dock pad adapted to seal against a vehicle parked against the dock pad, comprising:

a foam core;

a cover disposed on the foam core; and

a heat shield adjacent the cover, wherein the dock pad is adapted to seal against the vehicle by virtue of the foam core being compressible, the cover being pliable, and the heat shield being pliable, wherein the heat shield has a higher reflectivity than the foam [cover] core.

X 8. (Amended) The dock pad of claim [1] 7, wherein the heat shield has a higher reflectivity than the cover.

~~9.~~ (Amended) The dock pad of claim [1] 10, wherein the cover has a higher auto ignition point than the foam core.

~~10.~~ (Amended) [The dock pad of claim 1,] A dock pad adapted to seal against a vehicle parked against the dock pad, comprising:

a foam core;

a cover disposed on the foam core; and

a heat shield adjacent the cover, wherein the dock pad is adapted to seal against the vehicle by virtue of the foam core being compressible, the cover being pliable, and the heat shield being pliable, wherein the cover has a lower auto ignition point than the heat shield.

~~11.~~ (Amended) The dock pad of claim [1] 10, wherein the foam core has a lower auto ignition point than the heat shield.

17. (Amended) A dock pad, comprising:

a foam core;

a cover disposed on the foam core; and

a heat shield interposed between the cover and the foam core, wherein the heat shield [can withstand a higher temperature than the foam core and the cover] has a higher thermal conductivity than the foam core and the cover.

20. A dock pad, comprising: a backer; a foam core; a cover; and a heat shield; wherein the foam core is between the backer and a sealing surface of the cover, the heat shield is between the foam core and the sealing surface, the backer is more rigid than the foam core and the cover, and the heat shield [can withstand a higher temperature than the foam core and the cover] has a higher thermal conductivity than the foam core.